

Sept. 25, 1970

The "Heber Creeper" committee will meet on Tuesday, September 29th at 6:00 A.M. at the Wasatch County Court House. Parties interested in putting money into the scenic railroad project will be present to explain their position and discuss future plans with us. We hope that you will be able to attend and help get the engines rolling now that we have received approval of the State to start working on the project.

Sincerely,
Byron Cheever
Wasatch Chamber of
Commerce.



ROCK FALLS occur year-around in Provo Canyon. This shot, taken last week on the old railroad right of way below Bridal Veil Falls

shows some of the rocks which have toppled from the cliffs above. The railroad track is bent as a result.

26 Sept 1970: Sat.

Project: Removal of Large & small rock from 1 mile above Deer Creek Dam to Bridal Veil Falls. Also digging out crossings from Hoover's (Reiske's) to Bridal Veil Fall. Larger rock were snaked off track \bar{c} Dr. Green's tractor & chains. Dynamite was used to break up some rocks before Dr. Green came up tracks from Deer Creek Dam \bar{c} his tractor.

Those Present:

Ed. McLaughlin	J. Rodney Edwards
Chick Nielsen	Dennis Spendlove
Dr. R. R. Green & Tractor	\bar{c} scoop & blade
Gordon Wheeler	

Findings at Bridal Veil Falls:

1. 6 large (larger than Volkswagen) Rocks on & around track 3 blocks below Bridal Veil Falls
2. 8 Tracks bent, broken, & warped.
3. Much interest at Bridal Veil Falls by proprietor & people — wanting to ride our train

Page 2—THE HERALD, Provo, Utah Thursday, September 10, 1970



ROCK FALLS occur year-around in Provo Canyon. This shot, taken last week on the old railroad right of way below Bridal Veil Falls

shows some of the rocks which have toppled from the cliffs above. The railroad track is bent as a result.

Canyon Highway—No. 6

Caboose, Though Still in Style, Becoming a Collectors' Item

Sun. 27 Sep 1970

By Carl E. Hayden
Tribune Staff Writer

My, how things have changed — the high-wheeled, slow-moving buggy has become the pneumatic-tired, air-conditioned automobile; the dim, smoky, kerosene lamp has been replaced by the strong, steady, breeze-proof electric bulb.

But one thing in the past century has steadfastly resisted change — the railroad caboose.

The explanation seems to be, a Green River, Wyo., brakeman says, "The tag-along was made right in the first place."

All the more curious, then, is the fact the squatty little cars with cupola and bay window's brakemen's traveling headquarters, has become a collectors' item.

Not a Rarity Yet

Silver dollars gained that status because they went out of style. But cabooses are being made every day.

Some collectors are buying cabooses by the lotful . . . to the extent that the railroads would seem to have a good thing going. As a sideline, they could make more cabooses than they need to supply the demand.

One man in Florida is trying for a "stubby" from each U.S. Railroad.

Shortage of the brightly painted "tail-enders" in salvage — there are 16,500 wheeling along the nation's rails — is such that one prospective purchaser built his home in the Ruby mountains of eastern Nevada to resemble one. To top it off, he painted it, not fire-engine red, nor flaming yellow — but white.

Sets Beside Highway

There's an old caboose sitting on private property beside U.S. Highway 89 north of Helper, Carbon County. Any day now it is expected to be refurbished.

Besides being a lookout station for the brakeman, the "kuh-boos," as the word is properly pronounced, is the office of the conductor and "home" to other railroad kin.

Just how the word originated is foggy. Some scholars think "caboose" came from the middle-low German of "kabuis." Others contend it is Dutch, and still others say that it descended slangwise in America from "calaboose," a jail.

The word that sounds like caboose in Holland refers to a deck house on a ship. A deck house was a kitchen. Coffee was boiled and lunches were eaten in the caboose, strengthening the tie-in. Dutch

sailors might have brought the word along upon becoming American railroaders.

Nickname Only

In England the word "caboose" is said to be no more than a nickname. In earlier times a caboose in southeastern Utah was a cowhide tied, bag-style, under a wagon to hold stove wood and cooking utensils — a facility reminiscent of the "boot" on an English stagecoach.

Not all cabooses are supplied with bay windows and cupolas. Those of Union Pacific, which paints its cabooses yellow and adorns their sides with safety mottos, have no bays.

Lending credence to the belief "caboose" came from the sea, the cupola in bygone times was called the "crow's nest" or "watch tower." A crow's nest was the place high on a mast of a sailing ship where a lookout was stationed.

The late railroad buff, Lucius Beebe, lamented the fact that design of the caboose, inside and out, had resisted change. Collectors, thinking Beebe had given the signal for a new look in rolling galleys, began to grab up the existing ones.

So, you might say, the caboose is an antique that isn't.

29 Sep 1970 Tues

6 AM Tues at Wasatch Co. Courthouse
Commission Conference Room.

Project: To hear preliminary introduction
to Unidyne Corporation who propose to
put money into this project.

They (Dick Southwick) discussed these items:

1. Unidyne can raise \$150,000 & this capital
Flow into Heber Valley.

2. Establish Headquarters here.

3. Then get stock issue of \$300,000 at \$1.00 per.

4. Get Loan from Govt. Agency 4-Corners for \$1,000,000.

5. Get Terminal at BYU. Diagonal.

6. Make separate Viable Company to develop
Real Estate in Midway - sell condominiums.

7. Develop Ski Area & Nation wide
Publicity Via short subject Movies

8. Cinegraphics Inc make such movies.
(This is "our Filming Co.")

9. BYU Excursions for Skiers to Midway.

10. Entice Filming Co. use of Railroad.

11. Shuttle Bus from Airport to BYU Diagonal
Terminal

27 Jan 1950
10:00 AM
Conference Room

Project 15 has been completed and is being submitted to the Commission for review.

The Commission has been informed of the progress of the project and has agreed to accept the results.

The Commission has also agreed to accept the results of the project and to publish the findings.

The Commission has also agreed to accept the results of the project and to publish the findings.

The Commission has also agreed to accept the results of the project and to publish the findings.

The Commission has also agreed to accept the results of the project and to publish the findings.